

Remarks/Arguments

Reconsideration of this application is requested.

Claim Status

Claims 1-8 are pending. Claims 3 and 6 are amended.

Allowable Subject Matter

Claim 6 is indicated as allowable if rewritten in independent form. Accordingly, claim 6 is rewritten in independent form to include all limitations of base claim 1 and intervening claims 4 and 5. Thus, claim 6 is now in condition for allowance.

Claim Objections

Claim 3 is amended as suggested to delete the repeat of the phrase "wherein the rear mount is covered by the seat from above".

Claim Rejections – 35 USC 102 and 103

Claims 1-5 and 7 are rejected under 35 USC 102(b) as anticipated by JP 2003-212173. Claim 8 is rejected under 35 USC 103(a) as obvious over JP 2003-212173. In response, applicant traverses the rejections.

Claim 1 recites:

...a seat cowl provided rearwardly of a seat and a pair of left and right glove bars provided in the vicinity of a rear portion of the seat, and wherein rear portions of the glove bars and the seat cowl are formed integrally...

As explained at page 17, lines 9-18 of applicant's specification, since the rear ends of glove bars 2 are formed integrally with seat cowl 24, no clearances are formed on connecting portions of glove bars 2 and seat cowl 24 even when both are not formed with high accuracy, as is the case when glove bars 2 and seat cowl 24 are provided separately. Therefore, costs are reduced and outward appearance is maintained. In addition, as described at page 20, lines 5-10, integral molding of glove bars 2 and seat cowl 24 provides a lightweight component although it is large in size relative to conventional glovebars.

To assist in preparation of this response, applicant has obtained a machine language translation of JP 2003-212173 from the Japanese Patent Office website, and encloses a copy for the Examiner's consideration. The Action asserts that JP 2003-212173 discloses "glove bars 3". In this regard, applicant assumes the Action intended to say "glove bars 30", since element 30 of JP 2003-212173 is a "pillion rider handle" (paragraph 0012 of translation), whereas element 3 is a storage box (paragraph 0008 of translation). The Action further asserts that the glove bars (30) are formed integrally with a "rear body cowl". The Action does not identify what component of JP 2003-212173 is considered to be a rear body cowl. Since claim 1 recites a seat cowl that is provided rearwardly of the seat, and rear cover 21 (paragraph 0010 of translation) is the only component of JP 2003-212173 that is proximate to handle 30 and to the rear of seat 2, applicant assumes the Action considers rear cover 21 to correspond to applicant's recited seat cowl.

However, handle 30 is not formed integrally with rear cover 21, as is required by claim 1. Rather, as is evident from FIGS. 3-6 of JP 2003-212173, pillion handle 30 is formed as a separate structure, and is not integrated with rear cover 21 or any other part of the motorcycle that is to the rear of seat 2. Paragraph 0013 described how handle 30 is mounted to body frame 27 via a mounting part 32 and a stacking bolt, there is no description of integral formation of handle 30 with a cowl or cover of any sort.

Since JP 2003-212173 does not disclose each and every element of claim 1, it cannot anticipate claim 1 or claims 2-5, 7 and 8 dependent thereon. The rejections of claims 1-5, 7 and 8 should therefore be withdrawn.

Conclusion

This application is now believed to be in condition for allowance. The Examiner is invited to contact the undersigned to resolve any issues that remain after consideration and entry of this amendment.

Appl. No. 10/554,257
Amdt. dated May 9, 2008
Reply to Office Action of February 12, 2008

Atty. Ref. 89277.0073
Customer No. 26021

Any fees due with this response may be charged to our Deposit Account No. 50-1314.

Respectfully submitted,
HOGAN & HARTSON L.L.P.

Date: May 9, 2008

By: 
Troy M. Schmelzer
Registration No. 36,667
Attorney for Applicant(s)

1999 Avenue of the Stars, Suite 1400
Los Angeles, California 90067
Phone: 310-785-4600
Fax: 310-785-4601

Appl. No. 10/554,257
Amdt. dated May 9, 2008
Reply to Office Action of February 12, 2008
Attachment

[Claim(s)]

[Claim 1] Have the following and to and the at least 1 side of the vehicle width direction right and left sides of said sheet for fellow passengers. In a fixable motor bicycle, a load which extended along with a body cross direction, was provided with a handle member which a fellow passenger can grasp, and was carried in a vehicle rear by hook for load credit said handle member, A load credit device of a motor bicycle, wherein an approximately inverted-U character-shaped concave was formed and a cross section forms a skid member of a hook for load credit in said concave at one.

A sheet for drivers. A sheet for fellow passengers formed successively behind this sheet for drivers.

[Claim 2] A load credit device of the motor bicycle according to claim 1 forming a rib which crosses said inside of a concave in the vehicle width direction as said member for skids.

[Claim 3] A load credit device of the motor bicycle according to claim 1 characterized by forming a fluting in an inner surface of the vehicle width direction outside wall of said concave as said member for skids.

[Detailed Description of the Invention]

[0001]

[Field of the Invention] This invention relates to the load credit device using the handle which the passenger of a motor bicycle grasps especially about the structure of the motor bicycle in which a two-seater is possible.

[0002]

[Description of the Prior Art] When it carries a load in the body in a motor bicycle, he carries a load in sheet back and is trying to fix a load generally using the hook for load credit. Therefore, the fixing device for fixing the hook for load credit is formed in the body side for exclusive use. In the motor bicycle in which two-person entrainment is possible, When it is the vehicles with which what is called a pillion rider handle for grasping when a pillion rider (fellow passenger) takes sheet back is provided, as shown in drawing 10, The hook lock part 233 for load credit for hanging the hook for load credit (graphic display abbreviation) on the pillion rider handle 230 bottom is protruded, and he hooks the hook for load credit on this hook lock part 233 for load credit, and is trying to fix a load.

[0003]

[Problem(s) to be Solved by the Invention] However, since the hook for load credit is fixed to the body side like before, it is necessary to form the projection for hooking the hook for load credit, and a fixing device for exclusive use, and has become a factor of the high cost. In the motor bicycle in which the pillion rider handle was provided, the projection for hooking the hook for load credit needed to be provided in the pillion rider handle, and there was a problem of having caused trouble when getting on or spoiling exterior aesthetic sense.

[0004] This invention is made in view of the above-mentioned conventional problem, it is easy composition and an object of this invention is to provide the load credit device of the motor bicycle which can certainly fix a load without moreover spoiling aesthetic sense.

[0005]

[Means for Solving the Problem] This invention relates to a load credit device of a motor bicycle, and A sheet for drivers, Have a sheet for fellow passengers formed successively behind this sheet for drivers, and to and the at least 1 side of the vehicle width direction right and left sides of said sheet for fellow passengers. In a fixable motor bicycle, a load which extended along with a body cross direction, was provided with a handle member which a fellow passenger can grasp, and was carried in a vehicle rear by hook for load credit said handle member, An approximately inverted-U character-shaped concave was formed and a cross section formed a skid member of a hook for load credit in said concave at one.

[0006] It is preferred to form a rib which crosses said inside of a concave in the vehicle width direction as said member for skids. It is preferred as said member for skids to form a fluting in an inner surface of the vehicle width direction outside wall of said concave.

[Embodiment of the Invention] Hereafter, an embodiment of the invention is described in detail with reference to drawings. The side view in which drawing 1 - drawing 7 being examples of the gestalt which invents, and showing the entire configuration of the motor bicycle in which the load credit device of the motor bicycle which drawing 1 requires for the embodiment of this invention was adopted, The partial side view in which drawing 2 shows the composition of the vehicle rear of said motor bicycle, the explanatory view showing the hanging state of a pillion rider handle and the hook for load credit where drawing 3 constitutes said load credit device, As for the side view and drawing 5 for which drawing 4 shows the entire configuration of said pillion rider handle, the B-B section view figure of drawing 4 and drawing 7 of the A-A section view figure of drawing 4 and drawing 6 are the C-C section view figures of drawing 4. The portion which attached identical codes expresses the same thing among the figure, and fundamental composition is the same as that of conventional technology.

[0008] As shown in drawing 1, this embodiment is the adopted large-sized motor scooter type motorcycle 1 for two-person riding, and the load credit device concerning this invention The sheet 2 which can be opened and closed upwards, It is the motor scooter type motorcycle 1 of this sheet 2 which the upper opening 3a was opened and closed, was provided with the storage box 3 which can store the helmet 5, and enclosed the circumference of said storage box 3 by the frame cover 6 with this sheet 2 caudad.

[0009] In the car body front 12, the handle bar 13 is held by a frame (graphic display abbreviation), and the front wheel 15 is held at the front fork 14 connected under the handle bar 13, enabling free rotation. While the sheet 2 is back held from said car body front 12 and resulting [from this car body front 12] in the sheet 2, The floor part 19 is formed by the foot board 17a which accomplishes tabular [of a right-

and-left couple] to the vehicle traveling direction on which the front rider 40 which got into [said sheet 2] can put both legs, and the center console 18 which rises upwards between this foot board 17a. Behind said foot board 17a, the foot board 17b for tandem rider 41 is formed at the position higher one step than said foot board 17a.

[0010]The fuel tank 20 is arranged at said floor part 19 bottom. Behind said floor part 19, the rear of the body is established in the wrap rear cover 21, and the rear wheel 22 is supported up and down by the lower part with the unit swing type engine 23, enabling free rocking. While the tail light 25 is formed in the rear end part of said rear cover 21, the wrap rear fender 26 is formed in the lower part of this rear end part from the upper part of the rear wheel 22 to back. Said unit swing type engine 23 is what carries a four stroke cycle engine, The flueway 23a connected to the exhaust port (graphic display abbreviation) of the engine is back installed along with this engine, and the muffler 24 is connected with the rear end part near [rear wheel 22] the lower part of the rear cover 21.

[0011]Said sheet 2 is a double seat which equipped the approximately center of the body with the main sheet 2a, and equipped the position high one step with tandem-seat 2b in the back, and approximately parallel formation is carried out by plane view from main-sheet 2a back, covering it over tandem-seat 2b. Under said tandem-seat 2b, the storage box 3 is established in the body, and this sheet 2 is playing a role of a lid.

[0012]It is behind said tandem-seat 2b, and the pillion rider handle 30 is formed in the method of both sides of the vehicle width direction right and left of said tandem-seat 2b as a handle member for the tandem rider 41 to grasp. As are shown in drawing 2, and said pillion rider handle 30 extends along with a body cross direction and is shown in drawing 3 - drawing 6, it goes caudad and the concave 31 which carried out the opening and which presents approximately inverted-U character shape on a cross section is formed.

[0013]The mounting part 32 for fixing this pillion rider handle 30 to the car body frame 27 constituted by the vehicle rear is formed in the lower part of said pillion rider handle 30. The pillion rider handle mounting bracket 28 is formed, and he arranges said mounting part 32 in the upper part of this pillion rider handle mounting bracket 28, and is trying to be fixed to the back end upper part of said car body frame 27 with a stacking bolt (graphic display abbreviation).

[0014]As shown in drawing 3, drawing 4, and drawing 7 in said concave 31, the rib 33 is formed in one in this concave 31 as a skid member of the hook 35 for load credit. Said rib 33 is a position of the front slippage in the concave 31, and it is formed so that the inside of this concave may be crossed in the vehicle width direction.

[0015]Next, an operation of this embodiment is explained with reference to drawings. When it carries the load 50 in the motor bicycle 1, as shown in drawing 2 and drawing 7, The load 50 is carried on tandem-seat 2b, the hook 35 for load credit is almost turned to the load 50, and it hooks on the pillion rider handle 30 in which the hooking portion 36 of the both ends of this hook 35 for load credit was formed in

right and left sides, respectively. In this way, the load 50 is fixed on tandem-seat 2b by the hook 35 for load credit.

[0016]Said hooking portion 36 is made to hang on a front side from the rib 33 formed in the concave 31 of the pillion rider handle 30 at this time, as shown in drawing 7. By carrying out like this, the space which a pillion rider grasps behind the rib 33 is securable.

[0017]When the load 50 moves to vehicles back by the inertia of the load at the time of the start/stop, and the run at the time of operation, as shown in drawing 7, the hook 35 for load credit tends to move back, but the hooking portion 36 can prevent movement by the rib 33.

[0018]Since it constituted as mentioned above, according to the pillion rider handle 30 of this embodiment, it can certainly fix, without the load 50 moving on the sheet 2. Since the rib 33 was formed in the concave 31 of the pillion rider handle 30 as a skid member of the hook 35 for load credit, this embodiment can be constituted without making the suspending portion of the hook 35 for load credit protrude on the outside of a pillion rider handle. Therefore, moreover, the pillion rider handle 30 can be grasped certainly, without a pillion rider being barred by the projection etc., without spoiling appearance. Said rib 33 is effective also as a reinforcing member of the concave 31 of the pillion rider handle 30, and can aim at improvement in the intensity of the pillion rider handle 30.

[0019]Since this embodiment formed said rib 33 in front slippage of the pillion rider handle 30, it can secure certainly the space which a pillion rider grasps behind the rib 33.

[0020]As for the load credit device of the motor bicycle of this invention, it is needless to say that change can be variously added within limits which are not limited only to the above-mentioned example of a graphic display, and do not deviate from the gist of this invention. For example, as shown in drawing 8 and drawing 9, as a modification of this embodiment as a member for skids of the hook for load credit, In accordance with the vehicle width direction outside wall of the concave 131 formed in the pillion rider handle 130, the fluting 134 may be formed toward the upper part in the range which can hang the hooking portion 36 of the hook 35 for load credit at least from the lower end edge 130a of the inner surface.

[0021]According to the modification, a skid part can be formed in one with an easy structure. Moreover, the pillion rider handle 30 can be grasped certainly, without a pillion rider being barred by the projection etc., without spoiling appearance, since it can constitute like the rib 33 of an embodiment mentioned above, without making a suspending portion protrude on the outside of a pillion rider handle.

[0022]

[Effect of the Invention]As mentioned above, as explained, according to the load credit device of the motor bicycle of this invention according to claim 1 to 3, it is easy composition and the outstanding effect that a load can certainly be fixed without moreover spoiling aesthetic sense can be done so. According to this invention, it has a sheet for drivers, and a sheet for fellow passengers in detail, And in a motor bicycle fixable by the hook for load credit the load which equipped the at

least 1 side of the vehicle width direction right and left sides of said sheet for fellow passengers with the handle member which a fellow passenger can grasp, and was carried in the vehicle rear, It can fix to said handle member, without shifting the hook for load credit because an approximately inverted-U character-shaped concave forms and a cross section forms the skid member of the hook for load credit in said concave at one.

[0023]According to this invention, improvement in the intensity of a handle member can be aimed at by forming the rib which crosses the inside of a concave formed in the handle member in the vehicle width direction as a member for skids of the hook for load credit. And appearance is not spoiled, and since the rib is formed inside, since it is not necessary to provide a projection etc., a handle member with high safety can be provided.

[0024]By what a fluting is formed in the inner surface of the vehicle width direction outside wall of the concave formed in the handle member for as a member for skids of the hook for load credit according to this invention. Appearance is not spoiled, and without protruding a lock part etc. on the outside of a handle member, since a hooking portion can be hung on the fluting, since it is not necessary to provide a projection etc., a handle member with high safety can be provided. The above outstanding effects are done so.

[Brief Description of the Drawings]

[Drawing 1]It is a side view showing the entire configuration of the motor bicycle in which the load credit device of the motor bicycle concerning the embodiment of this invention was adopted.

[Drawing 2]It is a partial side view showing the composition of the vehicle rear of said motor bicycle.

[Drawing 3]It is an explanatory view showing the hanging state of a pillion rider handle and the hook for load credit which constitutes said load credit device.

[Drawing 4]It is a side view showing the entire configuration of said pillion rider handle.

[Drawing 5]It is an A-A section view figure of drawing 4.

[Drawing 6]It is a B-B section view figure of drawing 4.

[Drawing 7]It is a C-C section view figure of drawing 4.

[Drawing 8]It is a side view showing the entire configuration of the modification of the pillion rider handle concerning this embodiment.

[Drawing 9]It is a D-D section view figure of drawing 8.

[Drawing 10]It is a side view showing the entire configuration of the conventional pillion rider handle.

[Description of Notations]

1 Motor scooter type motorcycle

2 Sheet

2a Main sheet

2b Tandem seat

26 Rear fender
27 Car body frame
28 Bracket
30 and 130 Pillion rider handle
31 and 131 Concave
32 Mounting part
33 Rib
35 The hook for load credit
36 Hooking portion
40 Front rider
41 Tandem rider
50 Load
130a Lower end edge
134 Fluting

[Translation done.]